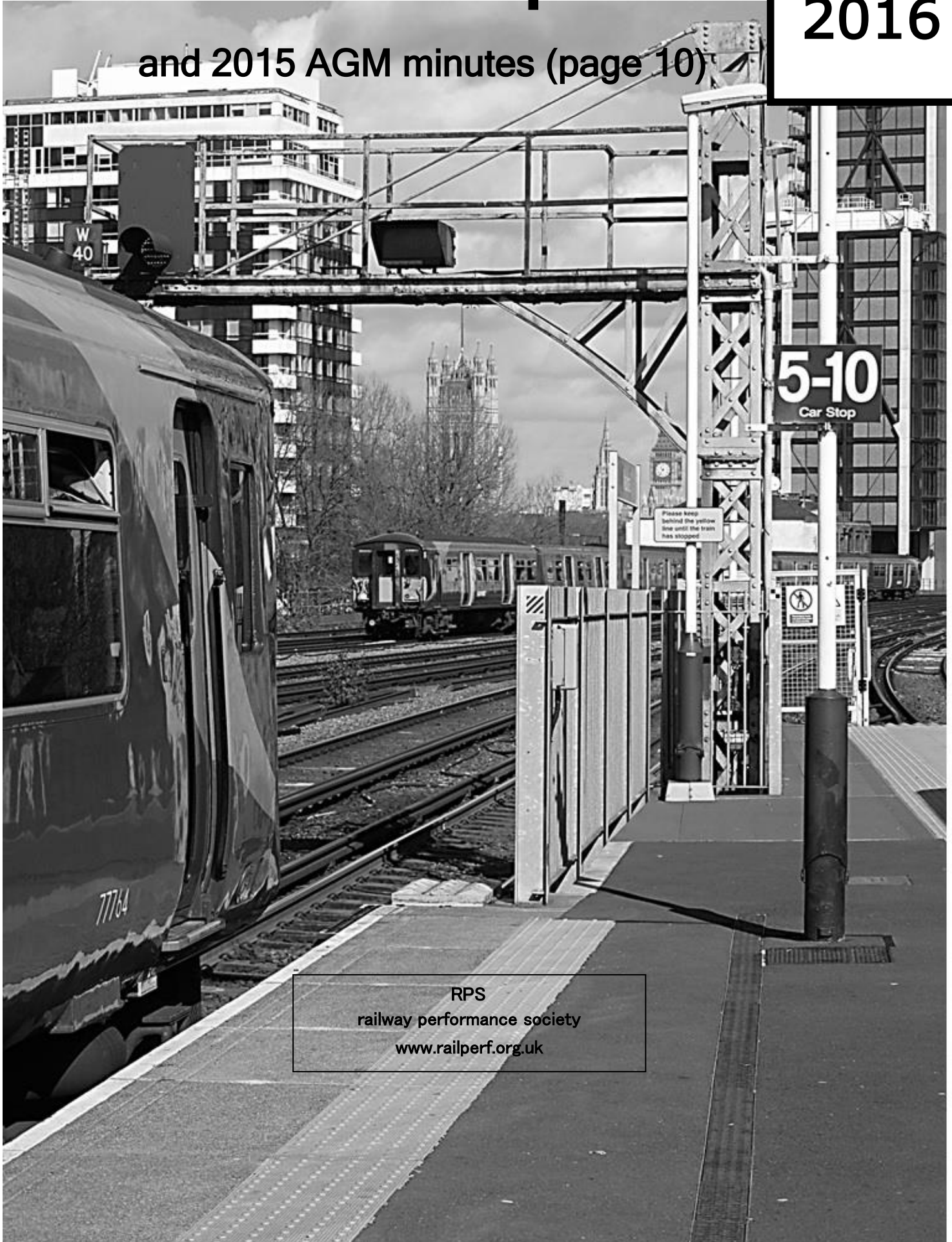


# Annual Report

and 2015 AGM minutes (page 10)

2016



RPS  
railway performance society  
[www.railperf.org.uk](http://www.railperf.org.uk)

# THE RAILWAY PERFORMANCE SOCIETY LIMITED

## 2016 ANNUAL REPORT

### Chairman – Frank Collins

As always, it does not seem many moments since I was writing the Chairman's section for the 2016 AGM, yet already another year has passed.

We have been very fortunate to have enjoyed a very stable membership of the Society over quite a number of years now. Last year we had another low number of non-renewals – just 3 members failed to respond to the renewal invitation, while 4 more either resigned or had died. We attracted fewer new members, but attracted sufficient to offset the departures, so we ended the year again 192 members. This is very encouraging – but we must never forget that on paper we are an aging Society, and the average age of our members is slowly increasing, so attracting new members is very important. Our Railway Magazine profile is very valuable to us, and the other significant source of new members is the website – but if members could 'find a friend' to introduce to us, that has the potential to add significant numbers.

In 2015 we adjusted the subscriptions for the first time for several years. Our membership in 2016 was stable, and both our income, and overall expenditure, were in line with budget, producing a surplus for the year. It's important to view the expenditure overall; 'miscellaneous printing' includes the not-insignificant items of the MTD supplement (two volumes) and the 5<sup>th</sup> Edition of Milepost. What this does therefore show are the rewards from the work done over the previous 12 months on efficiencies, and rationalisation of the costs of production. We are, very effectively, producing more for less. We intend to continue to produce a 5<sup>th</sup> Edition on a regular basis, and use it also as a publicity tool for the Society

We also benefitted from a very generous level of donations – at £538, plus Gift Aid on most of those to the Foundation, this generosity amounted to around 15% of our total income.

The Society of course could not survive without both the support of its Members, and the dedication of a small group of members who devote many hours of their time, quite voluntarily, to run it, organise events, and produce the vast and invaluable range of materials that are our core raison d'être. I am referring of course to the Committee, to whom we owe each and every one of them a very deep debt of gratitude for what they do for the Society, selflessly and willingly. In particular, I would like to record special thanks to Lee Allsopp for his dedication to matters Archive; David Ashley for producing such an excellent magazine for us plus many other things besides; and of course Ian Umpleby, who does such a magnificent job with the Line Charts, and the constant online updates. I know the weekly update on the website of current TSRs which Ian provides is particularly valued by many members. On behalf of the whole membership therefore, can I particularly thank David, Lee and Ian for everything they do for us – together, of course, with all of the other members of the Committee, who ensure behind the scenes that everything runs so smoothly

I should however add here a plea to reinforce what David has said in his Editor's report. The magazine is, essentially, what you make it; the ability to continue to publish varied and interesting material is entirely dependent on those who write and contribute to the magazine. So – I would like firstly to extend grateful thanks on behalf of all of the membership to each and every member who has contributed in some way – large or small - to the magazine; and secondly to reinforce the plea to keep the contributions coming. The more the merrier; the more David has the easier it is to produce a balance, diverse, interesting magazine that has 'something for everyone'.

Away from the Committee, both our President, John Heaton, and Keith Farr continue to be very active producing performance related articles for the Railway Magazine and elsewhere, and take plenty of opportunities to mention the Society and its work whenever they can. This is excellent profile raising for us – thank you both. I would also extend our grateful thanks to Martin Robertson, for his maintenance of the UK Fastest Times listings last year from David Sage, in addition to his regular column in the magazine.

Attendances at Area meetings have also been excellent over the last year – thank you for your support of those, and thank you to the three organisers for making sure they happen. Those of you who frequent these meetings will know what varied and fascinating topics are covered in the discussions – as well as what an excellent opportunity they are to meet and get to know other members.

The difficulties in Network Rail in delivering the enhancement programme have been well publicised. London Bridge is nearly complete; Crossrail is reaching a crescendo ahead of the start of services over the next 18 months or so. Progress with Electrification work depends very much on where you look; developments in Scotland progress rapidly, more or less on time; some projects in the north-west progress well, if a little late. The Great Western is making good progress on the ground – in part – albeit massively behind time and budget, and with a number of important sections now deferred for an uncertain period. Corby looks as though it will happen but there remains great uncertainty over the rest of the Midland line and Trans-Pennine.

Meanwhile, the amount of new rolling stock on order - and the pace of delivery - is mind-blowing. The first of the new generation Thameslink stock is now in service, triggering the start of a very complex cascade. 2017 will (hopefully) see the first IEP sets in revenue earning service – albeit with rather more diesel running than envisaged. New deliveries are arriving too for Crossrail and Scotland. Imminent too are new trains for Northern and Trans-Pennine, with a total rolling stock replacement for Greater Anglia not far behind. This represents a massive expansion in the available rolling stock in the UK – with the rather bizarre consequence that the deliveries still leave a sense in some areas of insufficient new stock having been ordered (Trans-Pennine especially) but with the prospect of significant quantities of very modern stock perhaps being surplus to requirements elsewhere.

One thing is for certain – over the next 2 or 3 years there will be a whole new range of performance and recording opportunities within the UK – including a whole new raft of loco-hauled services. Use of our railway in the UK is at an all-time high and continuing to grow, and although the railway world is changing fast, there is much happening to interest the observer of railway traction performance.

## MEMBERSHIP & ACCOUNTS: RAILWAY PERFORMANCE SOCIETY LTD - 2016

<b>Membership Summary</b>	<b>2016</b>	<b>2015</b>
At beginning of year	192	189
Members died/resigned	-3	-5
Members written off	-4	-3
Double year membership	1	0
Renewed	<b>186</b>	<b>182</b>
Died after renewal	<b>0</b>	<b>-1</b>
New or rejoined members in year	6	11
Current membership	192	192
Temporary access	1	0

<b>INCOME AND EXPENDITURE ACCOUNT</b>				
	<b>Year to</b>	<b>2016</b>		<b>Year</b>
	<b>31/12/2016</b>	<b>Forecast</b>	<b>Variance</b>	<b>31/12/2015</b>
	£	£	£	£
<b>INCOME</b>				
Subscriptions	4157.37	4180.00	-22.63	4160.06
Back Issue Sales	0.00	0.00	0.00	0.00
Supplement Sales	10.00	35.00	-25.00	8.50
Interest	28.41	0.00	28.41	34.50
Donations-General	421.59	100.00	321.59	190.00
Other Income	0.00	0.00	0.00	0.00
<b>TOTAL INCOME</b>	<b>4617.37</b>	<b>4315.00</b>	<b>302.37</b>	<b>4393.06</b>
<b>EXPENDITURE</b>				
Printing-Milepost	1545.68	1800.00	254.32	1351.28
Printing-Fastest Times	159.12	0.00	-159.12	162.07
Printing-Mileage Charts	0.00	0.00	0.00	239.08
Printing-Misc	712.93	250.00	-462.93	141.45
Milepost postage & envelopes	1019.74	1400.00	380.26	1384.99
Editor's expenses	119.27	0.00	-119.27	77.89
Sales Items-Reproduction	0.00	0.00	0.00	0.00
Sales Items-Postage & envelopes	46.11	0.00	-46.11	0.00
Publicity	180.00	0.00	-180.00	0.00
Meetings Expenses	50.00	200.00	150.00	165.30
Website costs	256.00	200.00	-56.00	178.00
Miscellaneous	115.69	50.00	-65.69	74.56
Bank Charges	0.00	0.00	0.00	0.00
Depreciation-Equipment	0.00	0.00	0.00	0.00
<b>TOTAL EXPENDITURE</b>	<b>4204.54</b>	<b>3900.00</b>	<b>-304.54</b>	<b>3774.62</b>
<b>PROFIT/(LOSS) FOR THE YEAR</b>	<b>412.83</b>	<b>415.00</b>	<b>-2.17</b>	<b>618.44</b>
Balance b/fwd from 2015	10,703.99			10,085.55
<b>Balance c/fwd to 2017</b>	<b>11,116.82</b>			<b>10,703.99</b>
<b>BALANCE SHEET as at 31 December 2016</b>				
<b>Fixed Assets</b>				
Projector		0.00		0.00
Investment in subsidiary company		0.00		0.00
<b>Current Assets</b>				
Scottish Widows Deposit	6,000.00		5,743.01	
Loan to Foundation	7,996.00		8,000.00	
Bank Accounts	228.61		167.05	
Prepayments	70.00		0.00	
Cash-in-transit	0.00		0.00	
	<b>14,294.61</b>		<b>13,910.06</b>	

<b>Current Liabilities</b>			
Subscriptions in advance	1,064.13	1,021.00	
Sundry Creditors	0.00	161.45	
Accruals	239.54	149.50	
	<u>1,303.67</u>	<u>1,331.95</u>	
Net Current Assets	<b>12,990.94</b>		<b>12,578.11</b>
<b>Total Assets</b>	<b>12,990.94</b>		<b>12,578.11</b>
<b>Representing</b>			
General Reserve	1,874.12		1,874.12
Contingency Fund	0.00		0.00
Profit and Loss Account	11,116.82		10,703.99
	<u>12,990.94</u>		<u>12,578.11</u>

### THE RAILWAY PERFORMANCE DATA FOUNDATION - 2016

#### INCOME & EXPENDITURE ACCOUNT

<b>INCOME</b>	<b>Year to 31/12/2016 £</b>	<b>Period to 31/12/2015 £</b>
Interest (gross)	32.31	23.68
Access fees	15.00	0.00
Donations-Gift aided	264.00	240.00
Donations-Not gift aided	139.00	28.00
Gift Aid Refunds	66.00	175.41
Other Income		0.00
<b>TOTAL INCOME</b>	<b>516.31</b>	<b>467.09</b>
<b>EXPENDITURE</b>		
Website costs	500.00	500.00
<b>TOTAL EXPENDITURE</b>	<b>500.00</b>	<b>500.00</b>
<b>SURPLUS/(DEFICIT) for the year</b>	<b>16.31</b>	<b>-32.91</b>
Balance b/fwd from 2015	-14.91	18.00
Balance c/fwd to 2017	<b>1.40</b>	<b>-14.91</b>

**BALANCE SHEET as at 31 December 2016**

<b>Current Assets</b>		
Scottish Widows Deposit	7,950.00	7,950.00
Bank Accounts	46.40	35.09
Gift Aid to be reclaimed	1.00	
	<b>7,997.40</b>	<b>7,985.09</b>
<b>Current Liabilities</b>		
Loan from RPS Ltd	<b>7,996.00</b>	<b>8,000.00</b>
<b>Net Current Assets</b>	<b>1.40</b>	<b>-14.91</b>
<b>Representing</b>		
<b>Accumulated funds</b>	<b>1.40</b>	<b>-14.91</b>

**Editor (David Ashley)**

Another year has passed, and it's time to look at editorial activities over the past year, and look forward to the new year.

The output of the Milepost 37 Series totalled 468 pages, only slightly less than last year's figure of 476 pages.

During the year, we ventured far and wide. Martin Robertson's quarterly review of fastest times predictably covered the East and West Coast main lines, and he also reported on new records from Trans Pennine, Cross Country, Chiltern, East Midland Trains and many other operators. We covered a number of topics in detail in the North West.

Steam operation mainly covered the south of England: We commemorated the 50<sup>th</sup> anniversary of the closure of passenger services on the Somerset and Dorset line and we continued with our series of articles about the end of steam on the LSWR. We considered the final years of steam in Kent, Sussex and Hampshire. We also reviewed steam operations in Scotland in detail.

As well as our regular articles by Alan Varley on France, we also extended our overseas coverage to the low countries, Sweden and Australia.

Topical interest included the introduction of the Class 700 EMUs on Thameslink and Southern services, the diversions resulting from the closure of Queen Street station, Glasgow, and loco haulage on the Borders line.

Last year, I warned of a shortage of material available for publication, and appealed for more articles. Whilst there was a limited response – for which I thank those who provided text – there was still a shortage in the heritage diesel and electric areas – to the extent that there was no coverage in Milepost 37½. Last year, we were disappointed that contributions or articles were received from only 15% of membership; this year the response was barely over 10%. So please, to enable us to continue to produce a variety of topics in relation to traction and geography please supply articles. If you need assistance, please let us know.

Hopefully, members appreciated the extra booklets commemorating the 40<sup>th</sup> anniversary of the introduction of the HSTs and the Mass Timing Day booklets which covered eventful Virgin East Coast journeys at the northern end of the East Coast Main Line

As to the future, we are proposing to produce a booklet in July commemorating the 50<sup>th</sup> anniversary of the end of steam on the LSWR lines out of Waterloo.

Hopefully, we will cover the introduction of new trains throughout the UK (including Class 385 in Scotland and 707 on SWT), the bedding-in of the Class 700s on Thameslink (GN and Southern) and there is a possibility that IEPs will actually start working in public service on the GWR, and Class 387s will extend their coverage. Perhaps Class Crossrail's 345's will venture out to the east of London

So, a final thank-you to those who have contributed during the year, and a plea for future material to keep the magazine topical and relevant to members. If you have suggestions for improvement, please let me know.

### **Distance charts (Ian Umpleby)**

Another busy year with little progress being made with ancillary tasks outside my basic UK remit. The last year has been one of considerable progress on our railways reflected by the lengthy reporting of such in each *Milepost* and on the web site. External information from official, unofficial and member's sources continues to flow at a pleasing rate for which I am thankful, although a lot has to be pigeon-holed. A complete set of Scottish line diagrams and gradient charts have been released by Network Rail thereby reducing the gaps in our gradient profiles. It hasn't been possible to update many charts over the past year although some inroad has been made into those covering Heritage Railways and most Historic and all Swiss Main Line charts are now on the web site. Signal and some mast distances are being obtained and will be incorporated in the charts as time permits. With the kind help of an outside party Irish operating publications are being received and the same person can possibly help with North American Employee Timetables if desired. Having finally clawed back my backlog of data extraction from 2016 in late February I hope I can make more positive progress in the coming year.

### **Archive (Lee Allsopp)**

The RPS Archive has continued to grow in 2016 with over 480,000 entries currently (about 29,000 more since last year), and over 75GB of data. The following material has been added to the archive in the past year, apologies if anyone has been missed out:

Latest material from a number of recorders including Lee Allsopp, Ian Umpleby, Peter Smith, Bob Jennings, Charles Foss, Richard Neville-Carlé, David Sage, Peter Smith, Philip Tromans and Richard Howlett

David Adams collection of journeys from 2016

Milepost from 2016

UK 2016 Fastest Times

German Fastest Times 2016

UK 2016 Historical Fastest Times

Mass Timing Day 2016

HST 40 Supplement

John Rishton's fastest times from 2016

Images from 7 of David Sage's notebooks to go with data already in the archive.

A large number of runs from Bevan Price, covering mainly Lancashire, but also many trips further afield

95 more books of logs from David Lloyd-Roberts containing logs from the 1960s onwards, including lots of commuting on the South Eastern Division.

Alan Varley's UK and French running from 2016

Noel Proudlock's runs from 2014 to 2016

14 more books from John Wrottesley covering 1928 to 1940

Scanned images from 44 more books by Alan Varley to go with data already in the database from 1976 to 1986

EMU and Sprinter running by Derek Wilson from 1977 – 2008

David Maidment's collection of logs from 1959 to 1987

A collection of logs from Harry Clarke, covering the period 1954 – 1974

Bruce Nathan's historical logs from the USA, Italy Poland and Germany plus latest runs from 2015/2016

Details of John Heaton's runs from 2013 to 2015

Images from 35 of John Heaton's notebooks to go with data already in the database

173 books from the late Martin Barrett, with logs from 1961 onwards.

Details of Brian Milner's runs from 2009/2014 with accompanying logs

21 books from Huw Gould covering the period 1957 to 1992, including many logs with German Steam

3 folders of runs from Keith Farr in the 1960s/70s

A large number of runs from Howard Claridge

Dave Shelley's runs from 2015 and 2016

17 books of runs from Dick Moore, covering 1963 -1968, including many runs on the Great Central

The first 2 books from Ian Mitchell covering steam in Scotland in 1964

The website is usually updated every 6 weeks or so.

There is still a significant amount of material for processing and includes the following:

More from Bevan Price, about 24 more notebooks.

More DMU and Electric running from Derek Wilson

Material from Martin Barrett's legacy

Ian Mitchell is scanning his books at ~1 per week, so a steady stream there

Many more of John Heaton's and David Sage's books to come

Latest runs from contributors, generates about 50 logs per week in my inbox

No immediate problems with a shortage of material, it is expected that there is enough work until the end of the year.

### **RPS Meetings (Michael Bruce)**

During 2016/17, area meetings have been held at the usual locations in Bristol, Leeds and London. The number of members attending these has remained roughly the same. As in previous years the best attendance has been at the Bristol meetings with members attending from as far away as Cornwall and West Yorkshire and places in between, probably reflecting the ease of access of Bristol Parkway.

### **Technical Officers' Report (David Stannard)**

David Stannard has continued monitoring Virgin and Cross-Country Voyager traction power outputs derived from model-fitting to measured set accelerations on prolonged adverse gradients. There was an unusual power drop of around 3.5% over a five-month period in the summer of 2016 which does not appear to be correlated with the ambient temperature and remains something of a puzzle.



A similar modelling technique has been used on detailed logs in the RPS data archive to investigate the traction power history of HST Class 43 power cars. The results have been published in the RPS HST 40<sup>th</sup> Anniversary Supplement and reveal not only a marked change on re-engining, but also an apparent reduction in power dating back to around the time when the original Valenta engines were experiencing major coolant problem issues.

Both David Stannard and David Hobbs are available for consultation on member's queries about technical aspects of traction performance.

### **Fastest Times (Martin Robertson)**

My thanks to those who regularly, or occasionally, contribute to the Fastest Times listings, I do endeavour to respond to all contributors, although not always quickly. I aim to update the FT listings on the website on a monthly basis usually in the first few days of the following month. My thanks to David Ashley for his assistance with the more complex Excel Files on which the FT listings are compiled.

Logs of Fastest Times submissions are welcomed in electronic or written formats to allow the Fastest Times Update Articles to be compiled. I do try to feature as many routes and contributors as possible, rather than concentrate on any one route in an issue.

### **Consultancy Projects (David Stannard)**

Discussions took place with a potential client about access to data in the Archive and possible new bespoke timing measurements to verify performance simulation modelling in connection with a signalling project being developed for Network Rail. In the event this was not required for the initial phase of the project.

### **The Rail Performance Data Foundation (John Rishton)**

There has been steady progress with the Data Foundation project over the last year.

A Press Release has been issued to railway themed publications and societies advising of the existence of our vast archive.

Suitable Appeals to families of rail enthusiasts will be made from time to time for donations of any performance data that might otherwise be lost. Similarly, the National Railway Museum has been asked to advise the Foundation of any unwanted material forwarded or offered to them.

Proposals are being drawn up to update the database search engine to allow easier access for commercial and other enquirers without detailed knowledge of what they are searching for and with limited time. Any RPS member competent and willing to assist in this update is requested to contact our Chairman.

The finances of the Foundation are generally satisfactory.

## THE RAILWAY PERFORMANCE SOCIETY LIMITED

### MINUTES OF THE 2016 ANNUAL GENERAL MEETING

Held at the Lamb, 94 Lamb's Conduit Street, London on Saturday 21 May 2016

Present: Frank Collins, Bill Long, Jeremy Hartill, Keith Farr, Geoff Lowe, David Stannard, David Hobbs, Michael Rowe, Peter Smith, Ian Umpleby, Bill Hemstock, John Rishton, John Bull, David Ashley, Michael Rainieri, Chris Taylor, Chris Hogg, David Bunny, Mike Bruce, David Lloyd-Roberts, Tim Calow, Lee Allsopp, John Heaton, Nigel Smedley, Frank Price (25).

1. The meeting commenced at 12-28. The Chair welcomed those attending and asked for members to stand in memory of Martin Barrett and other members of the society who had passed away over the previous year.
2. The approval of the Notice Convening the Meeting was proposed by Chris Hogg, seconded by Bill Long, and carried unanimously.
3. Apologies for absence had been received from 10 members: J L Irving, M Holland, A D Drake, Bruce Nathan, T F Varnam, Alan Varley, Derek Wilson, Martin Robertson, Bevan Price, and Paul Jeffries (all with valid proxies) and from Richard Howlett and David Sage.
4. The acceptance of the minutes of the 2015 AGM was proposed by Bill Hemstock, seconded by John Rishton, and carried unanimously.
5. There were no matters arising.
6. Report of the Committee for the year 2015. This had been circulated previously. There were no questions from the floor. The acceptance of the report was proposed by Michael Rowe, seconded by David Stannard, and approved unanimously.
7. Committee 2016/17. The following nominations had been received for the Committee for the forthcoming year:

POST	NOMINEE	PROPOSER	SECONDER
Chairman	Frank Collins	John Rishton	David Burton
Secretary	Frank Price	David Hobbs	John Heaton
Treasurer	Peter Smith	David Ashley	David Stannard
Editor	David Ashley	Bill Hemstock	Chris Taylor
Member	Lee Allsopp	John Heaton	David Stannard
Member	Ian Umpleby	John Rishton	J M Bruce
Member	J Michael Bruce	John Heaton	Ian Umpleby
Member	Richard John Howlett	J M Bruce	David Lloyd-Roberts
Member	David Stannard	Lee Allsopp	John Heaton
Member	David Hobbs	John Heaton	Lee Allsopp
Member	David Sage	David Stannard	David Ashley
Member	Michael Rowe	John Heaton	David Hobbs

On a proposal from Chris Taylor, seconded by Bill Long, all the above nominations were approved unanimously and the various nominees duly elected to their posts. (Note: Richard Howlett had advised post-nomination but before the meeting that due to personal circumstances he was no longer able to stand as a committee member. There is consequently currently one vacancy on the Committee).

8. On proposal from Mike Bruce, seconded by Bill Hemstock, John Rishton was appointed as Reviewer of the accounts.

9. Any Other Business. Thanks were expressed from the floor for the work of the committee. Bill Hemstock asked whether the age of society members was increasing. The chair responded that recruiting was holding up well. Membership currently stood at 187.

10. There being no other business, the Chair declared the meeting closed at 12-38.

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